O. & W. TRUST WILL DISSOLVE

ITS STOCKHOLDERS AUTHORIZE ISSUE OF $12,000,000 BONDS.

President Fowler Announces That in That Case the Directors Will Feel Justified in Declaring a Dividend of $3 a Share on the Common Stock.

President Fowler of the Ontario and Western Railway announced at the annual meeting of the stockholders yesterday a new plan, by which, if the stockholders consent, bonds will be authorized to the amount of $12,000,000 and the payment of a dividend of $3 a share on the common stock will be authorized. The payment of this dividend will dissolve the voting trust, for which dissolution the stockholders' committee, headed by James B. Clews, has been fighting.

Of the bonds, $2,000,000 may be immediately issued and used for the general purposes of the company, the remainder to be used in such amounts as may be required for additions to and extensions of the railroad of the company, including its leased lines, and for improvements and betterments.

President Fowler says:

> If the mortgage shall be authorized, the bonds, which would be available under its terms, together with the remainder of the refunding bonds, will place the company in such position financially that it can meet all obligations to which it is already committed, can reimburse the treasury for the expenditures that should be returned to it and for many years to come provide for additions to and improvements of its road and equipment.
>
> If this plan meets with approval at the coming special meeting, the directors will feel justified in declaring a dividend upon the common stock of $3 per share out of the earnings, which will be reimbursed to the treasury, and will consider the affirmative vote of the holders of the amount of stock required to authorize the mortgage as a direction so to do.

About fifty stockholders attended the meeting, and Jacob H. Schiff was chosen chairman. After President Fowler had read his address, Mr. Schiff called for remarks from stockholders. A large man, who looked like a German, stood up and said:

"We have been receiving a great many circulars lately, and now I think it is time for the people who sent them out to explain matters to their deluded followers."

No one present knew the man who made this speech, and as far as could be found out he was not a stockholder, but merely some one who had wandered into the meeting. The company's new plan, as outlined by President Fowler, seemed to satisfy the members of the stockholders' committee. The stockholders will meet again on Nov. 9 especially to vote on the plan.

Directors were elected at the meeting, and the same board will continue in office with one exception. James E. Childs, general manager of the railroad, was elected in place of Senator Depew. It was said that Senator Depew was unable to attend the meetings of the directors on account of many other engagements. The directors were elected by the proxies controlled by the management. The total number of shares was 507,211. Of these the management voted 394,922, while 112,289 were controlled by the stockholders' committee. The stockholders' committee voted for their own number as directors.

After the meeting President Fowler, Mr. Schiff and James B. Clews, with a large number of stockholders, went to Delmonico's for luncheon. When the controversy between the management and the stockholders' committee began, a few months ago, the stock was selling at 20½. Yesterday it reached 37, and closed at 35½, and Mr. Clews said that the stock had been accumulated in the open market by firms affiliated with the management in order to control the election of directors yesterday.

New Control of Seaboard Air Line.

The directors of the Seaboard Air Line held a meeting yesterday at which John S. Williams and J. W. Middendorf resigned as directors and Charles A. Conant and Norman S. Meldrum were elected in their places. The office of chairman of the board, which was held by Mr. Williams, was abolished, and the duties and powers of the office will be taken by James A. Blair, chairman of the executive committee. C. Sidney Shepard was elected to take Mr. Williams's place as a member of the executive committee. These changes follow the securing of control by the Ryan-Blair interests. Charles A. Conant is treasurer of the Morton Trust Company, of which Thomas F. Ryan is a director and vice-president.

Outside Interests in Crucible Steel.

PITTSBURG, Pa., Sept. 28.—The Crucible Steel Company has agreed to give the outside interests a representative on the board of directors and has signified its acceptance of J. Dennison Lyon, of the banking house of N. Holmes & Sons, as this representative. Knowledge of this decision was made known this morning in a letter from the company to one of the men who had been considering the advisability of making a request for proxies for the election of directors at the annual meeting on Oct. 19. It is understood that Mr. Lyons will take the place of William P. Snyder.

FINANCIAL NOTES.

At a meeting of the board of directors of the United States Realty and Improvement Company held yesterday, James Stillman, Robert E. Dowling, John W. Gates and H. S. Black were elected directors to fill vacancies. The by-laws were amended increasing the number of directors to eighteen. The remaining directors are to be elected at a special meeting of the stockholders.

A plan has been perfected for the readjustment of the finances of the St. Louis Transit Company and the United States Railway Company of St. Louis, by which the latter assumes certain obligations of the Transit company and the operation of its street railway properties. The Transit stock is to be exchanged for the common stock of the United Railways Company, in the form of voting trust certificates, in the proportion of two shares of the United Railways common for five shares of Transit stock.

It was announced only a few days ago that N. W. Harris & Co. had quietly purchased in the open market $2,000,000 of the first mortgage bonds of the United Electric Light and Power Company of Baltimore. As will be seen by their advertisement in THE SUN, they have already sold over $1,500,000 of the bonds.

The gross earnings of the Erie Railroad for August amounted to $4,103,879. This was a decrease in net earnings of $79,266, as compared with August, 1903.

Live Stock Market.

WEDNESDAY, Sept. 28.

Receipts of beeves were 951 head, including 25 cars consigned direct, and 24 for the market, making, with the stale cattle, 52 cars on sale. Good steers were 10@15c. higher; medium grades firm; common do. slow and unchanged; bulls and cows dull to 15c. lower. There were a few cars held over. Common to good native steers sold at $3.90@$5.40 per 100 lbs.; tops at $5.75; half breeds and Westerns at $3.90@$4.20; stags and oxen at $3.50@$4; bulls at $2@$3.50; cows at $1.20@$3.25. Dressed beef in fair demand and prime beef firm. Native sides sold at 6½@9½c. per lb.; Texas beef at 5½@6c. Latest Liverpool and London cables quoted live cattle selling at 8¼@12c. per lb.; tops, 12½c., dressed weight; sheep at 10½@11½c., dressed weight; refrigerator beef at 9¼c. per lb. Exports, 68 sheep and 2,600 quarters of beef.

Receipts of calves were 2,104 head, including 299 direct to butchers; and, with the stale calves, there were 2,175 on sale. Good light veals were firm; others slow; grassers and Westerns continued dull and unchanged, and about 450 calves were held over. Common to choice veals sold at $4@$8.25 per 100 lbs., and a few tops at $8.50; grassers at $2@$2.75; Westerns at $3@$3.75; fed calves at $3@$3.50. Dressed calves steady to strong. City dressed veals sold at 7@12½c. per lb.; country dressed at 6@11½c.; dressed grassers at 4@5c.

Receipts of sheep and lambs were 7,292 head, including 8 cars for city slaughterers and 25½ for the market, making, with the stale stock, 27½ cars on sale. Trade opened rather quiet, but later was more active and prices firm for good lambs; full steady for all grades. Two cars were held over. Common to good sheep sold at $2.50@$4.25 per 100 lbs.; no choice sheep offered; common to choice lambs at $5.40@$6.50; culls at $3.50@$4.50; Canada lambs at $5.62½@$6.50. Dressed mutton quiet at 5@8½c. per lb.; dressed lambs steady at 8@11c.

Receipts of hogs were 8,752 head, including about 1,500 head for the market. Feeling firm for medium and heavy weight. Good to prime State hogs were selling at $5.40@$6.50 per 100 lbs.

GOSSIP OF WALL STREET.

In two reactionary periods in the market, one early in the morning and the second in the afternoon, it was the exceptional strength of United States Steel preferred which served to steady the general list. The buying came from London, from shorts and from houses with wire connections, which gave the impression of Pittsburg and Philadelphia sources, and its bulk was sufficient to restore confidence. There was little demand for the stock in the loan crowd at the close of business, but the floor is convinced that there is still outstanding a perverse short interest. Two prominent houses, one of them with supposedly exceptional steel information, were heavy buyers of the stock, and this was set down as short covering on account of the openly bearish attitude of these houses several weeks ago.

The floor now estimates the earnings of the corporation for the September quarter at exactly $18,300,000.

The regularity with which reactions have put in an appearance between 10 and 11 o'clock in the morning, and again in the afternoon, between 1:30 and 2:15 o'clock, has had its effect on the minds of the more superstitious traders. They have played for these reactions with some degree of success. It is a conviction now that if the market reacts before 2:15 it will close strong and, on the other hand, if it holds strong up to that hour it must certainly close weak. Exceptions, however, have not yet been so entirely eliminated as to induce ennui.

Good buying accounted for the advance of United States Realty bonds from 85½ to 88.

The dividend on Ontario and Western fell out as had been forecast in this column, and its declaration was made the basis for much selling. The stock was strong in the morning and held firmly in spite of the sales, said to be in many instances of stock released since it had served its purpose at the annual meeting. A big block was thought by the floor to come from interests influential in securing the dividend declaration. The management needs, however, some 386,000 shares, two-thirds of its capital, to carry out the proposed bond plan at the special meeting to be called for this purpose. The play in the stock since the inception of the stockholders committee has been one of the neatest in the street.

The floor had it that Ontario and Western is to be put on a 1½ per cent. dividend basis.

The buying of Northern Securities for the London account was continued yesterday and the stock advanced rapidly on the curb to new high records for the year. On the Stock Exchange there was a story to the effect that a pact had been arranged whereby the Union Pacific's holdings of Northern Securities were to be taken over by Great Northern and Northern Pacific interests, while Union Pacific was to get a footing, undisturbed, in Atchison, thus dividing amicably the Pacific railroad situation between the two interests. Denials on authority failed to shake the belief of the longs in Union Pacific in this story.

The Gates buying of Louisville and Nashville yesterday reminded observers of a time when the buying of the stock for that account was not so conspicuous.

The new preferred stock of the Southern Pacific was a feature of the trading, advancing sharply a point and a half. Much of the buying was by Wormser. A report was current to the effect that with the payment of the last installment on the stock, on which so far only one installment has been paid, dividends would be declared. The last installment is due on Dec. 1.

Much of the activity of Reading was ascribed yesterday by the floor to the interest taken in the stock by H. B. Hollins & Co., who were credited with purchases of about 10,000 shares. The rise in the stock drove in a few traders who went short of it on the last bulge.

American Ice issues came in for some attention from the pool which it is understood was formed in them when the preferred was selling at 28. When the preferred sold yesterday at 34 a broker who was looking for a market reported that the next best bid was 32½. This reminded another broker of the fact that it once took him five days to sell 100 shares of the stock, which seems exceptionally long even for a block of that size.

The selling of Steel common was what the floor called good.

There was a surprising amount of stock for sale in the afternoon reaction. Opinion was not entirely unanimous that this was all for profits. The loan crowd last night disclosed a small demand for stocks. The demand for Steel preferred was very light, although, as has been pointed out any number of times, this is not a real indication of the technical position of the stock. There was some demand for Atchison, but as a whole there were more lenders than borrowers in the crowd.

RAILROAD EARNINGS.

Chicago, Indianapolis and Louisville:

	1904.	1903.	Changes.
3d week Sept	$122,422	$118,545	Inc. $3,877
From July 1	1,313,930	1,304,863	Inc. 9,067

Minneapolis, St. Paul and Sault Ste Marie:

	1904.	1903.	Changes.
3d week Sept	$213,372	$144,486	Inc. $68,886
From July 1	1,758,098	1,602,876	Inc. 155,222

Rio Grande Southern:

	1904.	1903.	Changes.
3d week Sept	$9,686	$8,579	Inc. $1,107
From July 1	100,174	125,452	Dec. 25,278

DETROIT AND MACKINAC.

The Detroit and Mackinac Railway Company reports for August:

	1904.	1903.	Changes.
Gross earnings	$90,343	$79,687	Inc. $10,656
Oper. expenses	55,081	53,024	Inc. 2,057
Net earnings	$35,262	$26,663	Inc. $8,599
From July 1 to Aug. 31:			
Gross earnings	$170,780	$163,518	Inc. $7,262
Oper. expenses	114,047	111,667	Inc. 2,380
Net earnings	$56,733	$51,851	Inc. $4,882

AURORA, ELGIN AND CHICAGO.

The Aurora, Elgin and Chicago Railway Company reports for August:

	1904.	1903.	Changes.
Gross earnings	$53,552	$54,187	Dec. $635
Oper. expenses	26,128	22,208	Inc. 3,920
Net earnings	$27,424	$31,979	Dec. $4,555
From July 1 to Aug. 31:			
Gross earnings	$112,070	$108,042	Inc. $4,028
Oper. expenses	53,260	41,934	Inc. 11,326
Net earnings	$58,810	$66,108	Dec. $7,298

ST. LAWRENCE AND ADIRONDACK.

The St. Lawrence and Adirondack Railway Company reports for the year ended June 30:

	1904.	1903.	Changes.
Gross earnings	$266,822	$269,294	Dec. $2,472
Oper. expenses	155,779	116,090	Inc. 39,689
Net earnings	$111,043	$153,204	Dec. $42,161
Other income	826	1,015	Dec. 189
Total income	$111,869	$154,219	Dec. $42,350
Fixed charges	103,335	99,892	Inc. 3,441
Balance	$8,534	$54,327	Dec. $45,793
Dividends	....	48,450	Inc. 48,450
Surplus	$8,534	$5,877	Inc. $2,657
Total surplus	15,165	8,737	Inc. 6,428

ERIE RAILROAD COMPANY.

All lines, month of August:

	1904.	1903.	Changes.
Gross earnings	$4,103,879	$4,455,600	Dec. $351,721
Working exp's	2,688,834	2,961,289	Dec. 272,455
Net earnings	$1,415,045	$1,494,311	Dec. $79,266

Included in the expenses is one-twelfth of the entire taxes of the year.

Two months ended Aug. 31:

	1904.	1903.	Changes.
Gross earnings	$8,084,324	$8,883,853	Dec. $799,529
Working expen's	5,281,437	5,765,961	Dec. 484,524
Net earnings	$2,802,887	$3,117,891	Dec. $315,004

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Including the Wilkesbarre and Eastern Railroad. Month of August:

	1904.	1903.	Changes.
Gross earnings	$211,510	$218,104	Dec. $6,594
Working expenses	152,656	136,254	Inc. 16,402
Net earnings	$58,854	$81,850	Dec. $22,996

Included in the expenses is one-twelfth of the entire taxes of the year.

Two months ended Aug. 31:

	1904.	1903.	Changes.
Gross earnings	$391,771	$482,820	Dec. $91,049
Working expenses	272,918	281,441	Dec. 8,523
Net earnings	$118,853	$201,379	Dec. $82,526

Court Calendars This Day.

Appellate Division—Supreme Court. Recess.

Supreme Court—Special Term—Part I. Motion calendar called at 10:30 A. M. Part II.—Ex parte matters.

Surrogates' Court—Chambers—For Probate—Wills of Thomas W. Houchins, Albert F. Hoelzer, John H. Tietjen, Henry Pellow, Thomas J. Walsh, James Jacobs, Catharine A. Fagan, at 10:30 A. M.

City Court—Special Term—Court opens at 10 A. M. Motions.

MONEY AND EXCHANGE.

Money on call, 1½@2 per cent.; last loan, 1½ per cent.; ruling price 2 per cent. Time money quoted at 3 per cent. for sixty days, 3¼@3½ per cent. for ninety days, 3½@3¾ per cent. for four months and 3¾@4 per cent. for five and six months. Commercial paper is quoted at 4½@5 per cent. for prime single names and bills receivable; other names, 5@6 per cent.

Sterling exchange market was slightly lower to-day, owing to a less urgent demand from remitters and an increased offering of cotton bills. Continental exchange was steady. Posted rates were quoted at $4.84 for long bills and $4.86½ for short. Actual rates: Long bills, $4.8360@$4.8365; sight drafts, $4.8580@$4.8590, and cable transfers, $4.8625@$4.8630. Francs were quoted at 5.20@5.19⅜ for long and 5.18¾@5.18⅛ for short. Reichsmarks were quoted at 94⅛@94 11-16 for long and 95 3-16@95¼ for short. Guilders were quoted at 40@40 1-16 for long and 40 3-16@40¼ for short.

Domestic exchange on New York: Boston—15c. discount. Chicago—20c. discount. Charleston—Banks, buying, par; selling, 1-10c. premium. Cincinnati—50c. premium. Montreal—62½c. discount. New Orleans—Commercial, $1 discount; banks, $1 premium. Pittsburg—25c. premium. St. Paul—35c. discount. Minneapolis—Par. Louisville—35c. to 50c. discount. San Francisco—Sight, 6c. premium; telegraph, 8c. premium. St. Louis—40c. discount.

Money in London, 1½@2½ per cent. Rate of discount in open market for short and three months bills, 2¾@2⅞ per cent. Consols for money closed at 88 5-16 and for the account at 88⅜. Paris advices quoted 3 per cents at 97 francs 70 centimes, ex interest. The private rate of discount is 1⅝ per cent. Exchange on London, 25 francs 18 centimes. Berlin advices quote exchange on London, 20 marks 40½ pfgs. The private rate of discount is 3⅛ per cent.

New York Clearing House statement: Exchanges, $203,914,970; balances, $8,223,281; Sub-Treasury debit balance, $155,643.

Commercial price of bar silver in New York, 58c. Bar silver in London closed at 26 13-16d. Mexican silver dollars were quoted at 45⅝c.

SECURITIES AT PUBLIC AUCTION.

The following securities, among others, were sold at public auction yesterday:

$2,000 Jersey City 6 per cent. water scrip	104¼
30 shares Germania Life Insurance Co	252
60 shares New Amsterdam Nat'l Bank	405 to 411
$4,000 United Lumber Co., 1st mtge. 5 per cent. gold bonds	12¼
28 shares Corn Exchange Bank	395½
25 shares Wallace Muller & Co., Ltd.	$5 per share
20 shares American Exchange National Bank	285
10 shares Hanover National Bank	540
2 shares North American Trust Co	250¼
5 shares Morton Trust Co	870
10 shares National Bank of Commerce	216¾

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....5:53 | Sun sets.....5:48 | Moon rises..8:52

HIGH WATER—THIS DAY.

Sandy Hook..9:53 | Gov. I'd....10:25 | Hell Gate..12:18

Arrived—WEDNESDAY, Sept. 28.

Ss Laurentian, Glasgow, Sept. 17.
Ss Nord America, Genoa, Sept. 13.
Ss Verona, Jamaica, Sept. 22.
Ss Cienfuegos, Cienfuegos, Sept. 12.
Ss El Valle, Galveston, Sept. 22.
Ss Chattahoochee, Savannah, Sept. 25.
Ss Hamilton, Norfolk, Sept. 27.
Ss Nueces, Galveston, Sept. 22.
Ss Jamestown, Norfolk, Sept. 27.
Ss Algonquin, Jacksonville, Sept. 25.
Ss Bluefields, Baltimore, Sept. 26.
Ss Oneida, Philadelphia, Sept. 27.

ARRIVED OUT.

Ss Oceanic, from New York at Liverpool.
Ss Pennsylvania, from New York at Hamburg.
Ss Numidian, from New York at Glasgow.
Ss Aurania, from New York at Queenstown.

SAILED FROM FOREIGN PORTS.

Ss Kaiser Wilhelm der Grosse, from Cherbourg for New York.
Ss Majestic, from Liverpool for New York.

OUTGOING STEAMSHIPS.

	Mails Close.	Vessels Sail.
Sail To-day.		
Deutschland, Hamburg	4 30 A M	8 00 A M
La Bretagne, Havre	7 00 A M	10 00 A M
Neckar, Bremen		9 00 A M
Mongolian, Glasgow		11 00 A M
Vigilancia, Havana	8 00 A M	11 00 A M
Saratoga, Nassau	12 00 M	3 00 P M
Antilla, Nassau	12 00 M	3 00 P M
El Dorado, Galveston		3 00 P M
City of Memphis, Savannah		3 00 P M
Hamilton, Norfolk		3 00 P M
Sail To-morrow.		
Celtic, Liverpool		9 00 A M
Hydaspes, Argentina	5 00 A M	8 00 A M
Procida, Antigua	9 30 A M	12 00 M
Uller, St. Kitts	12 00 M	3 00 P M
Algonquin, Charleston		3 00 P M
Jefferson, Norfolk		3 00 P M
Tallahassee, Savannah		3 00 P M
Sail Saturday, Oct. 1.		
St. Paul, Southampton	6 00 A M	9 30 A M
Umbria, Liverpool	6 30 A M	10 00 A M
Kroonland, Antwerp	8 30 A M	10 30 A M
Astoria, Glasgow	9 30 A M	12 00 M
Minnehaha, London		9 00 A M
Phoenicia, Hamburg		9 00 A M
Philadelphia, Curacao	8 30 A M	12 00 M
Allegheny, Jamaica	9 30 A M	12 00 M
Kelvin, Argentina	9 30 A M	12 00 M
Curityba, Matanzas	12 30 P M	3 00 P M
Morro Castle, Havana	10 00 A M	1 00 P M
El Mar, Galveston		3 00 P M
Sabine, Brunswick		3 00 P M
El Valle, New Orleans		3 00 P M
Apache, Charleston		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Cumbal	St. Lucia	Sept. 19
City of Macon	Savannah	Sept. 26
Baltic	Liverpool	Sept. 21
Carpathia	Liverpool	Sept. 20
Pretoria	Hamburg	Sept. 17
Apache	Jacksonville	Sept. 26
Santiago	Havana	Sept. 25
Moltke	Hamburg	Sept. 20
Alene	Jacmel	Sept. 17
Due To-morrow.		
La Savoie	Havre	Sept. 24
Brooklyn City	Swansea	Sept. 15
El Rio	Galveston	Sept. 24
El Monte	New Orleans	Sept. 25
City of Columbus	Savannah	Sept. 28
Maraval	Grenada	Sept. 22
Due Saturday, Oct. 1.		
Philadelphia	Southampton	Sept. 24
Campania	Liverpool	Sept. 24
Seneca	Havana	Sept. 27
Prince Arthur	Halifax	Sept. 27
Comanche	Jacksonville	Sept. 28
Due Sunday, Oct. 2.		
Arkansas	Copenhagen	Sept. 17
Ponce	San Juan	Sept. 27
Due Monday, Oct. 3.		
Zeeland	Antwerp	Sept. 24
Minneapolis	London	Sept. 24
Rotterdam	Rotterdam	Sept. 24
Oscar II	Christiansand	Sept. 23
Maracaibo	La Guayra	Sept. 19
El Dia	Galveston	Sept. 27

LOST—Certificate C-71731 for 30 shs. pfd. stock of U. S. Steel Corporation. Return owner, I. G. BRECKINRIDGE, 24 E. 94th St., City. Reward.

PROPOSALS.

SALE—Office of the Depot Quartermaster, 30 New Montgomery St., San Francisco, Cal., Sept. 28, 1904—Sealed proposals, in triplicate, will be received at this office until 10 A. M., October 28, 1904, and then opened, for the purchase of damaged khaki clothing, viz.: 122,666 coats, 108,049 trousers, foot; 1,112 trousers, mounted, samples of which can be seen at this depot. Further information and blank proposals will be furnished on application. Envelopes containing proposals should be marked "Proposals for Khaki Clothing," to be opened Oct. 28, 1904, and addressed to MAJOR C. A. DEVOL, Q. M., U. S. A., Depot Q. M.

HARBOR STEAMER.—Quartermaster-General's Office, War Department, Washington, D. C., Sept. 27, 1904—Sealed proposals, in triplicate, will be received here until 12 M., Oct. 12, 1904, for constructing and equipping steamer for harbor service of Q. M. Dept. Information furnished on application. U. S. reserves right to accept or reject any or all bids. Envelopes containing proposals to be marked "Proposals for Harbor Steamer," addressed CHAUNCEY B. BAKER, Q. M.

FORT SLOCUM, N. Y., Sept. 26, 1904—Sealed proposals, in triplicate, for constructing brick double barrack will be received here until 11 A. M., Oct. 15, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all bids or any part thereof. Envelopes should be marked "PROPOSALS FOR BARRACK," addressed W. C. RUSSELL, Q. M.

PUBLIC NOTICES.

NOTICE.

The Union National Bank of Weymouth, located at Weymouth, in the State of Massachusetts, is closing up its affairs, its corporate existence having expired at the close of business on the twenty-sixth day of July, 1904.

All note holders and other creditors of said Association are therefore hereby notified to present the notes and other claims against the Association for payment. HENRY A. NASH, JR., Cashier.

Dated July 28th 1904.

POST OFFICE.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Oct. 1, 1904, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close *one hour earlier* than closing time shown below. Parcels-Post mails for Germany close at 5 P. M., Sept. 28th and Oct. 3d.

Regular and Supplementary mails close at Foreign Station (corner of West and Morton Streets) half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.)

TRANSATLANTIC MAILS.

THURSDAY (29th).—At 4:30 A. M. for EUROPE, per steamship Deutschland, via Plymouth, Cherbourg and Hamburg (mail for France must be directed "per steamship Deutschland"); at 7 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE and BRITISH INDIA, per steamship La Bretagne, via Havre (mail for other parts of Europe must be directed "per steamship La Bretagne").

SATURDAY (1st).—At 6 A. M. for EUROPE, per steamship St. Paul, via Plymouth and Cherbourg (mail for Ireland must be directed "per steamship St. Paul"); at 6:30 A. M. for EUROPE, per steamship Umbria, via Queenstown and Liverpool; at 8:30 A. M. for BELGIUM direct, per steamship Kroonland (mail must be directed "per steamship Kroonland"); at 9:30 A. M. for SCOTLAND direct, per steamship Astoria (mail must be directed "per steamship Astoria"); at 6:30 P. M. for AZORES ISLANDS, per steamship Peninsular, from New Bedford, Mass.

NOTICE.—Five cents per half ounce *in addition to the regular postage*, must be prepaid on all letters forwarded by the SUPPLEMENTARY MAILS, and letters deposited in the drops marked "*Letters for Foreign Countries*," after the CLOSING OF THE REGULAR MAIL, for despatch by a particular vessel, will not be so forwarded unless such *additional postage* is *fully prepaid* thereon by stamps. Supplementary Transatlantic Mails are also opened on the piers of the AMERICAN, ENGLISH and FRENCH steamers, whenever the sailings occur at 9:00 A. M. or later; and late mail may be deposited in the mail boxes on the piers of the *German Lines* sailing from Hoboken. The mails on the piers open one hour and a half before sailing time, and close ten minutes before sailing time. Only regular postage (letters 5 cents a half ounce) is required on articles mailed on the piers of the *American, White Star* and *German* (Sea Post) steamers; double postage (letters 10 cents a half ounce) on other lines.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &C.

THURSDAY (29th).—At 7 A. M. for ARGENTINE and PARAGUAY, per steamship Pilar de Larrinaga (mail for Uruguay must be directed "per steamship Pilar de Larrinaga"); at 7 A. M. for URUGUAY, per steamship Etona (mail for Argentine and Paraguay must be directed "per steamship Etona"); at 8 A. M. for CUBA, YUCATAN and CAMPECHE, per steamship Vigilancia (mail for other parts of Mexico must be directed "per steamship Vigilancia"); at 10 A. M. for PERNAMBUCO, per steamship Bergenhus (mail for other parts of Brazil, Argentine, Uruguay and Paraguay, via Rio Janeiro, Santos and Buenos Ayres must be directed "per steamship Bergenhus"; at 12 M. (supplementary 12:30 P. M.) for BAHAMAS, per steamship Saratoga (mail for Mexico, via Tampico, must be directed "per steamship Saratoga"); at 12 M. (supplementary 12:30 P. M.) for BAHAMAS, per steamship Antilla (mail must be directed "per steamship Antilla").

FRIDAY (30th).—At 5 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Hydaspes; at 9:30 A. M. for ANTIGUA, MARTINIQUE and GUADELOUPE, per steamship Procida (mail for Barbados, Trinidad, British, Dutch and French Guiana must be directed "per steamship Procida"); at 12 M. for ST. KITTS, NEVIS, ST. MARTINS, ST. EUSTATIUS, MARTINIQUE, GUADELOUPE, BARBADOS, BRITISH, DUTCH and FRENCH GUINA, per steamship Uller; at 6:30 P. M. for BERMUDA, per steamer from Halifax.

SATURDAY (1st).—At 8:30 A. M. (supplementary 9:30 A. M.) for PORTO RICO, CURACAO and VENEZUELA, per steamship Philadelphia (mail for Colombia, via Curacao, must be directed "per steamship Philadelphia"); at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA and COLOMBIA, except Magdalena Dep't, per steamship Allegheny (mail for Costa Rica, via Limon, must be directed "per steamship Allegheny"); at 9:30 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Kelvin; at 10 A. M. for CUBA, per steamship Morro Castle, via Havana; at 12:30 P. M. for CUBA, per steamship Curityba, via Matanzas (mail must be directed "per steamship Curityba").

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.

CUBA.—Via Port Tampa, Florida, closes at this office daily, except Thursday, at §6:30 A. M. (the connecting mails close here on Mondays, Wednesdays and Saturdays).

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 1:30 P. M. and 10:30 P. M. Sundays at 1:00 P. M. and 10:30 P. M.

NEWFOUNDLAND (except Parcels-Post Mails).—By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday).

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. Tuesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M.

BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at §1:30 P. M. and §10:30 P. M., Sundays at §1:00 P. M. and §10:30 P. M. (connecting mail closes here Mondays at §10:30 P. M.).

COSTA RICA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at §1:30 P. M. and §10:30 P. M., Sundays at §1:00 P. M. and §10:30 P. M. (connecting mail closes here Tuesdays at §10:30 P. M.).

NICARAGUA (East Coast).—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at §1:30 P. M. and §10:30 P. M., Sundays at §1:00 P. M. and §10:30 P. M. (connecting mail closes here Thursdays at §10:30 P. M.).

§REGISTERED MAIL closes at 6:00 P. M. previous day.

TRANSPACIFIC MAILS, FORWARDED OVERLAND DAILY.

The schedule of closing of Transpacific Mails is arranged on the presumption of their uninterrupted overland transit to port of sailing. The final connecting mails (except Registered Transpacific Mails which close 6 P. M. previous day) close at the General Post Office, New York, as follows:

JAPAN (except Parcels-Post Mails), KOREA, CHINA and PHILIPPINE ISLANDS, via Vancouver and Victoria, B. C., close at 6:30 P. M. September 27th for despatch per steamship Empress of India.

HAWAII, via San Francisco, close at 6:30 P. M. October 2d for despatch per steamship Alameda.

FIJI ISLANDS, AUSTRALIA (except West) and NEW CALEDONIA, via Vancouver and Victoria, B. C., close at 6:30 P. M. October 8th for despatch per steamship Aorangi.

HAWAII, JAPAN, KOREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close at 6:30 P. M. October 2nd for despatch per steamship Siberia.

TAHITI and MARQUESAS ISLANDS, via San Francisco, close at 6:30 P. M. October 15th for despatch per steamship Mariposa.

NEW ZEALAND, AUSTRALIA (except West), NEW CALEDONIA, SAMOA, HAWAII and FIJI ISLANDS, via San Francisco, close at 6:30 P. M. October 15th for despatch per steamship Ventura. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5:30 A. M., 9:30 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9 A. M. and 6:30 P. M.—Will be made up and forwarded until the arrival of the Cunard steamer.)

JAPAN, KOREA, CHINA and specially addressed mail for PHILIPPINE ISLANDS, via Tacoma, close at 6:30 P. M. October 21st for despatch per steamship Telemachus.

MANCHURIA (except Newchwang) and EASTERN SIBERIA is at present forwarded via Russia.

NOTE.—Unless otherwise addressed, West Australia is forwarded via Europe, New Zealand via San Francisco, and certain places in the Chinese Provinces of Yunnan, Kueichow, Szechwan and Kwangsi via British India—the quickest routes. Philippines specially addressed "via Europe" must be fully prepaid at the foreign rates. Hawaii is forwarded via San Francisco exclusively.

CORNELIUS VAN COTT, Postmaster.

Post Office, New York, N. Y., September 23, 1904.

NO EXTRA CHARGE FOR IT.

Advertisements for The Sun and Evening Sun may be left at any American District Messenger Office in the city until 9 P. M.